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REPORT NO.

CD NO. 25X1

USSR (Tatar ASSR)

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25X1 SUBJECT

Airfield near Kazan

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SUPPLEMENT TO
REPORT NO.

25X1X6

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CONFIDENTIAL in accordance with
letter of 16 October 1978 from
Director of Central Intelligence to
Archivist of the United States. ¹/₂
Next Review Date: 2008

2. The easternmost of the two airfields was located about three miles north of KAZAN (49°8'E/55°46'N) (Tatar ASSR) and the Kazanka River, just north of the Trans-Siberian railroad line to AGRYZ (53°2'E/56°30'N), and east of a road leading to the northeast (see Annex 1).

b. The landing field measured about two miles S-W. Many hangars and buildings were on a 500 x 3,000 feet site along the western side of the field. A school was under construction at the southeastern corner of this site. Eight engine test stands were observed in groups of four, being about 2,100 feet apart. A road ending at the northern hangars branched off to the northeast from the main road. The streetcar line also ended at the hangars.

c. The new three-story school building (100 x 330 feet) was to serve as a pilot school but was not completed in June 1948.

1) The engine test stands were eight uniform brick buildings 26 x 33 x 40 feet. Powerful engines were continually tested there.

e. Some of the hangars were solid structures with corrugated sheet metal roofs, some were wooden buildings with the same type of roofs, others all-sheet metal buildings.

f. A number of barracks buildings were also at the field. Their exact number and occupation were not known.

a. Six-engine bombers were observed at the field in May and June 1948. Five or six of these aircraft usually landed together, performed test flights, and then took off again after a few days. The same [redacted] were seldom observed twice. Many officers, including generals, were constantly seen at the field.

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b. Description of the six-engine bombers (see Annex 2) (seen from a distance of more than 330 feet):

Length about 90 feet, slim and short fuselage, a glazed bulge each; a gunner's station with twin-barreled machine guns, was located on top of the fuselage at center and on both sides farther to the rear. A twin-barreled machine gun was mounted in the glazed rear compartment. Wings very narrow and rounded. The six in-line engines were suspended from the wings. The dual retractable landing gear was set under the fuselage in line with the wings. The aircraft, equipped with nose and tail wheel, had a crew of 12. The speed of the craft was estimated at 310 mph at most. The aircraft mostly flew at an altitude of about 20,000 feet and had a good rate of climb.

3. There was a small airfield, serviceable probably for light aircraft only, 1.3 miles west of this large airfield.

25X1A6A Comment:

a. From the data and the attached sketch of the location of the field, this rather comprehensive report is assumed to refer to factory field No.22 in KAZAN.

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c. According to the given descriptions, the observed six-engine bombers arrived from another field. It is inferred that some special equipment such as radio sets, piloting navigation, and armament were installed in this plant and that the aircraft were then returned after some test flights. Whether these craft were four- or six-engine bombers remains uncertain, four-engine craft with double rudder assembly and five six-engine planes without data on tail assembly being mentioned . Whether this is due to an error in observation cannot be stated.

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d. Concerning the location of the four-engine bombers, it can be said that another airfield occupied by four-engine aircraft is apparently located not too far from the factory field. According to another report, observed aloft, landed at a field in the vicinity of the plant which cannot be identical to the field at the plant.

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e. The small airfield (para 3) was mentioned for the first time.

- 2 Annexes: 1. Airfield near KAZAN.
2. Six-engine bomber of unidentified type observed in KAZAN.

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